

• 1946 • 1947 • 1948

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The Distribution of ships inspected was:-

FOWEY & LOOE. 540 ships. (343,184 N.R.T's)
PAR & CHARLESTOWN. 1949 ships. (452,443 N.R.T's)

When compared with the figures for 1967 this shows:-

1. At Fowey and Looe a decrease of 7 ships, but an increase of 11,207 N.R.T's.
2. At Par and Charlestown an increase of 155 ships and 26,029 N.R.T's.

The floating population of the ships inspected was made up as follows:-

Members of crews. 20,255

Passengers (remaining
on board) 317

Passengers (landing) 7

Passengers (embarking) 10

Stow-a-ways. —

TOTALS IN SHIPS FROM FOB 20,589.

SECTION III.

Character of shipping and Trade during Year.

Recent control over the Merchant Service has been well maintained.

PASSENGER TRAFFIC:-

Inwards	7
Outwards	10
Remaining on board	317

CARGO TRAFFIC:-

Principal Imports - Coal, Timber, Cement, Quartz and Oil.

Principal Exports - China Clay and Allied Products.

Principal Ports from which ships arrive - European, Baltic, Scandinavian, Middle and Near East.

SECTION IV.

Inland Barge Traffic - NIL.

SECTION V.

WATER SUPPLY - No Change.

PUBLIC HEALTH (SHIPS)REGULATIONS 1952.

No Change.

SECTION VII.

SMALLPOX: Previous arrangements remain in force. Primary and re-vaccinations were carried out whenever necessary.

The distribution of ships is summarized now:-

(a) T.H.A. & R.F.C. (SAC)	1000	Cargo ships.	LOWEY & LLOYD.
(a) T.H.A. & R.F.C. (SAC)	1000	Passenger ships.	HAN & CHARTERERS.

A few comments with the figures for 1928 will follow:-

1. At present we have a fleet of 7 ships, but an increase of 2 ships, put us in a position to take care of our market and good a profit.

2. At last any competition in the market has been removed.

The following position of the ships in service now is as follows:-

1000	Passenger & general cargo ships.
1000	Passenger (transatlantic).
1000	Passenger (by post).
1000	Passenger (island).
1000	Passenger (aspirational).
1000	Steam-tug.
<u>1000</u>	<u>1000</u>

SECTION XII.
Percentage of ships and tonnage under charter now.

T A B L E XI.

CHARTERED SHIPS:

1000	Passenger ships.
1000	General cargo ships.
1000	Information.
1000	Passenger on post.

CARGO SHIPS:

1. Shipping imports - Coal, timber, cement, coal-tar and oil.
2. Shipping exports - China Clay and tin from Rhodesia.
3. Shipping tonnage from major shipping areas - Rhodesia, Nigeria and South Africa.

SECTION XI.

Passenger ships available - NIL.

SECTION X.

Passenger supply - No change.

SECTION IX.

PASSIC HAUL (SHIPS) MIGRATIONS 1928.

No change.

SECTION VIII.

NOTES: The following statistics are based on figures in force. Figures may be associated with a certain date or period of time.

SECTION VIII.

Venereal Disease.

There has been no change in the arrangements of previous years.

There is no ball-fishing in the Port Health Area.

SECTION IX.

CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS - NIL.

SECTION X.

OBSERVATIONS ON MALARIA IN SHIPS ~~OR XI.~~ NIL.

SECTION XI.

PLAQUE IN SHIPS NIL. ready to come in shipping and trade over the past year, it finally became necessary during 1908 to employ a second Port Health Inspector. This has **SECTION XII.** the naming of working hours which has become almost impossible, and the new Inspector has settled very well in **RODENTS IN SHIPS FROM FOREIGN PORTS:-**

Compared with 1907 the **TABLE "E"**, increased by 8.0%, and the

There have been no rats discovered on ships during this year.

Rodent control over the Harbour installations has been well maintained.

Methods of control remain the same as in previous years.

TABLE "F".

There is no reason to believe that these changes will in any way alter the **166 Deratting Exemption Certificates were issued.** that the trade and traffic will increase considerably. With a steadily growing world demand for oil products there is every reason to expect continued **TABLE "G".** continue for many years.

INSPECTIONS AND NOTICES.

I am Sir,

Nature and No. of Inspections.	360.	Notices Served.		Result of Serving Notices.
		Statutory Notices.	Other Notices.	
BRITISH.	360.	Nil.	16.	Work completed in Port or Owners informed.
OTHER NATIONALITIES.	2129.	Nil.	34.	

- 5 -
SECTION XII.

Veneto I

Type page paid on each volume at the subscription rate of twenty five cents.

SECTION XI.

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SECTION XII.

III. - TYPE PAGE PAID ON MAILS IN SWITZERLAND

SECTION XIII.

III. - TYPE PAGE PAID ON MAILS IN SWITZERLAND

SECTION XIV.

- TYPE PAGE PAID ON SWISS SWISS FOREIGN MAIL -

TABLE A

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Normal cost for each type report paid per copy will remain
subject to control from time to time by the Bureau.

TABLE B

- TYPE PAGE PAID ON SWISS SWISS FOREIGN MAIL -

SECTION XV.

TABLE C

INVESTIGATIONS AND NOTICES

Number of service letters	Police pay per copy	Police pay per copy	Number of police reports	Number of police reports	Number of police reports
10	III	III	10	10	10
20	III	III	20	20	20
30	III	III	30	30	30
40	III	III	40	40	40
50	III	III	50	50	50
60	III	III	60	60	60
70	III	III	70	70	70
80	III	III	80	80	80
90	III	III	90	90	90
100	III	III	100	100	100
110	III	III	110	110	110
120	III	III	120	120	120
130	III	III	130	130	130
140	III	III	140	140	140
150	III	III	150	150	150
160	III	III	160	160	160
170	III	III	170	170	170
180	III	III	180	180	180
190	III	III	190	190	190
200	III	III	200	200	200
210	III	III	210	210	210
220	III	III	220	220	220
230	III	III	230	230	230
240	III	III	240	240	240
250	III	III	250	250	250
260	III	III	260	260	260
270	III	III	270	270	270
280	III	III	280	280	280
290	III	III	290	290	290
300	III	III	300	300	300
310	III	III	310	310	310
320	III	III	320	320	320
330	III	III	330	330	330
340	III	III	340	340	340
350	III	III	350	350	350
360	III	III	360	360	360
370	III	III	370	370	370
380	III	III	380	380	380
390	III	III	390	390	390
400	III	III	400	400	400
410	III	III	410	410	410
420	III	III	420	420	420
430	III	III	430	430	430
440	III	III	440	440	440
450	III	III	450	450	450
460	III	III	460	460	460
470	III	III	470	470	470
480	III	III	480	480	480
490	III	III	490	490	490
500	III	III	500	500	500
510	III	III	510	510	510
520	III	III	520	520	520
530	III	III	530	530	530
540	III	III	540	540	540
550	III	III	550	550	550
560	III	III	560	560	560
570	III	III	570	570	570
580	III	III	580	580	580
590	III	III	590	590	590
600	III	III	600	600	600
610	III	III	610	610	610
620	III	III	620	620	620
630	III	III	630	630	630
640	III	III	640	640	640
650	III	III	650	650	650
660	III	III	660	660	660
670	III	III	670	670	670
680	III	III	680	680	680
690	III	III	690	690	690
700	III	III	700	700	700
710	III	III	710	710	710
720	III	III	720	720	720
730	III	III	730	730	730
740	III	III	740	740	740
750	III	III	750	750	750
760	III	III	760	760	760
770	III	III	770	770	770
780	III	III	780	780	780
790	III	III	790	790	790
800	III	III	800	800	800
810	III	III	810	810	810
820	III	III	820	820	820
830	III	III	830	830	830
840	III	III	840	840	840
850	III	III	850	850	850
860	III	III	860	860	860
870	III	III	870	870	870
880	III	III	880	880	880
890	III	III	890	890	890
900	III	III	900	900	900
910	III	III	910	910	910
920	III	III	920	920	920
930	III	III	930	930	930
940	III	III	940	940	940
950	III	III	950	950	950
960	III	III	960	960	960
970	III	III	970	970	970
980	III	III	980	980	980
990	III	III	990	990	990
1000	III	III	1000	1000	1000

TABLE D

INVESTIGATIONS AND NOTICES

Police copies in port or on board steamship	III	III	III	III	III	BRITISH
10	10	III	III	III	III	10
20	20	III	III	III	III	20
30	30	III	III	III	III	30
40	40	III	III	III	III	40
50	50	III	III	III	III	50
60	60	III	III	III	III	60
70	70	III	III	III	III	70
80	80	III	III	III	III	80
90	90	III	III	III	III	90
100	100	III	III	III	III	100
110	110	III	III	III	III	110
120	120	III	III	III	III	120
130	130	III	III	III	III	130
140	140	III	III	III	III	140
150	150	III	III	III	III	150
160	160	III	III	III	III	160
170	170	III	III	III	III	170
180	180	III	III	III	III	180
190	190	III	III	III	III	190
200	200	III	III	III	III	200
210	210	III	III	III	III	210
220	220	III	III	III	III	220
230	230	III	III	III	III	230
240	240	III	III	III	III	240
250	250	III	III	III	III	250
260	260	III	III	III	III	260
270	270	III	III	III	III	270
280	280	III	III	III	III	280
290	290	III	III	III	III	290
300	300	III	III	III	III	300
310	310	III	III	III	III	310
320	320	III	III	III	III	320
330	330	III	III	III	III	330
340	340	III	III	III	III	340
350	350	III	III	III	III	350
360	360	III	III	III	III	360
370	370	III	III	III	III	370
380	380	III	III	III	III	380
390	390	III	III	III	III	390
400	400	III	III	III	III	400
410	410	III	III	III	III	410
420	420	III	III	III	III	420
430	430	III	III	III	III	430
440	440	III	III	III	III	440
450	450	III	III	III	III	450
460	460	III	III	III	III	460
470	470	III	III	III	III	470
480	480	III	III	III	III	480
490	490	III	III	III	III	490
500	500	III	III	III	III	500
510	510	III	III	III	III	510
520	520	III	III	III	III	520
530	530	III	III	III	III	530
540	540	III	III	III	III	540
550	550	III	III	III	III	550
560	560	III	III	III	III	560
570	570	III	III	III	III	570
580	580	III	III	III	III	580
590	590	III	III	III	III	590
600	600	III	III	III	III	600
610	610	III	III	III	III	610
620	620	III	III	III	III	620
630	630	III	III	III	III	630
640	640	III	III	III	III	640
650	650	III	III	III	III	650
660	660	III	III	III	III	660
670	670	III	III	III	III	670
680	680	III	III	III	III	680
690	690	III	III	III	III	690
700	700	III	III	III	III	700
710	710	III	III	III	III	710
720	720	III	III	III	III	720
730	730	III	III	III	III	730
740	740	III	III	III	III	740
750	750	III	III	III	III	750
760	760	III	III	III	III	760
770	770	III	III	III	III	770
780	780	III	III	III	III	780
790	790	III	III	III	III	790
800	800	III	III	III	III	800
810	810	III	III	III	III	810
820	820	III	III	III	III	820
830	830	III	III	III	III	830
840	840	III	III	III	III	840
850	850	III	III	III	III	850
860	860	III	III	III	III	860
870	870	III	III	III	III	870
880	880	III	III	III	III	880
890	890	III	III	III	III	890
900	900	III	III	III	III	900
910	910	III	III	III	III	910
920	920	III	III	III	III	920
930	930	III	III	III	III	930
940	940	III	III	III	III	940
950	950	III	III	III	III	950
960	960	III	III	III	III	960
970	970	III	III	III	III	970
980	980	III	III	III	III	980
990	990	III	III	III	III	990
1000	1000	III	III	III	III	1000

SECTION XIV.

PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 and 1948 :-

There is no shell-fishing industry in the Port Health Area.

SECTION XV.

No change.

SECTION XVI.

MISCELLANEOUS:

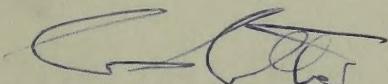
Because of the steady increase in shipping and trade over the past year, it finally became necessary during 1968 to employ a second Port Health Inspector. This has resulted in the easing of working hours which had become almost impossible, and the new inspector has settled very well to his duties.

Compared with 1967 the ship numbers increased by 8.5%, and the tonnage shipped by 3.2%. English China Clay, Ltd., have now begun work on the conversion of Fowey docks and they hope to complete this in 1971. These improvements should increase the tonnage shipped from Fowey to about 1.7 million, which is the present total tonnage shipped from Fowey and Par.

There is no reason to believe that these changes will in any way alter the Port Health working arrangements except, obviously, that the trade and traffic will increase very considerably. With a steadily growing world demand for china clay and allied products there is every reason to expect expansion in working to continue for many years.

I am Sir,

Your obedient servant,



A. M. LUTHER,

PORT MEDICAL OFFICER OF HEALTH.

SUPERIOR COURT OF CALIFORNIA (SACRAMENTO) (800-777-1111)
Toll-Free: 1-800-777-1111 or 916-322-0200

• 100000

and well of the author, and hope you will receive his kind regards.

from 1962 may last, it would be about 1.7 million, which is the present total foreign exchange available to support imports.

lessons of those who have been successful in marketing their products will be available to others who are interested in doing the same.

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